Notice No.6

Rules and Regulations for the Classification of Ships, July 2021

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2022

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Part 1, Chapter 2, Section 2	1 July 2022	N/A
Part 1, Chapter 3, Sections 17 & 18	1 July 2022	N/A

Part 1, Chapter 2
Classification Regulations

■ *Section 2*
Character of classification and class notations

2.3 Class notations (hull)

(Part only shown)

2.3.17 **ShipRight( )**. Where one or more of LR's ShipRight ~~procedures~~Procedures for the following have been satisfactorily applied, then a notation showing the associated characters of the procedure(s) within brackets will, at the Owner's request, be entered in column 4 of the *Register Book*, preceded by the word **ShipRight**, e.g. **ShipRight(CM, SDA, FDA plus(25,NA))**. The requirements pertaining to these notations and the ShipRight procedures are given in *Pt 3, Ch 16 ShipRight Procedures for the Design, Construction and Lifetime Care of Ships.*

MP This ShipRight notation will be assigned to ore carriers where an assessment for multiple port loading and unloading has been carried out in accordance with the relevant ShipRight procedures and the ShipRight notation **SDA** has been assigned.

PRDA() This ShipRight notation (Parametric Roll Design Assessment) will be assigned to container ships where an assessment for parametric roll resonance has been carried out using a calculation procedure agreed by LR. The **PRDA()** notation with the extension of one of the following associated supplementary characters shown in brackets, detailing the specified assessment level, may be assigned:

1 This level indicates that a parametric roll avoidance assessment has been carried out;

2 This level includes the assessment carried out in level 1 and, in addition, time domain numerical simulations to assess the parametric roll risk.

SDA This ShipRight notation (Structural Design Assessment) will be assigned when direct calculations in accordance with the relevant ShipRight procedures have been applied. The ShipRight notation **SDA** is mandatory upon application of any of the following ShipRight notations: **FDA~~,~~**, **FDA plus()~~,~~**, **FDA ICE~~,~~**, **FDA SPR**~~-~~, **SLDA()**, **WDA1** and **WDA2**.

SLDA() This ShipRight notation (Slamming Load Design Assessment) will be assigned when direct calculations of wave slamming loads and the associated hull structural strength have been carried out using a calculation procedure agreed by LR. The **SLDA()** notation with the extension of one or two of the following associated supplementary characters shown in brackets, detailing the specified assessment area or areas, may be assigned:

B for slamming load and hull strength assessment of ship's bow flare region;

S for slamming load and hull strength assessment of ship's stern counter region.

2.3.18 When the ShipRight notations **SDA~~,~~**, **FDA~~,~~**, **FDA plus()~~,~~**, **FDA ICE~~,~~**, **FDA SPR**, **PRDA()**, **SLDA()**, **WDA1**, and **WDA2** are assigned, the precise technical conditions of the appraisal will be made available to Owners.

Part 1, Chapter 3
Periodical Survey Regulations

■ *Section 17*
Screwshafts, tube shafts and propellers

Existing sub-Section 17.1 has been deleted in its entirety.

~~17.2~~ 17.1 Definitions

Existing paragraph 17.2.1 has been renumbered 17.1.1.

~~17.2.2~~ 17.1.2 **Fresh Water sample test**. At the Screwshaft Survey, a sample of the fresh water in a closed loop fresh water lubricated shaft is to be taken in the presence of a Surveyor. ~~The requirements for Fresh Water sample tests are given in the ShipRight ProcedureMachinery Planned Maintenance and Condition Monitoring.~~ Fresh Water sample tests are to be carried out at regular intervals not exceeding six months. The samples are be taken under service conditions and are to be representative of the water circulating within the sterntube. The Fresh Water sample test shall include measurement of chloride and sodium content, pH value and the presence of particles from both metallic and synthetic materials. Analysis results are to be retained on board.

Existing paragraphs 17.2.3 to 17.2.8 have been renumbered 17.1.3 to 17.1.8.

~~17.3~~ 17.2 Closed systems – Oil lubricated shafts or closed loop system fresh water lubricated shafts: Frequency of surveys

Existing paragraphs 17.3.1 to 17.3.4 have been renumbered 17.2.1 to 17.2.4.

~~17.3.5~~ 17.2.5 For ~~C~~closed loop system fresh water lubricated shafts~~ may be surveyed in accordance with TS Method 2 or for keyless shafts TS Method 3, only if the descriptive note ShipRightSCM is assigned. Notwithstanding this~~, the maximum interval between two surveys carried out according to TS Method 1 shall not exceed 15 years, except in the case when one extension for no more than three months is agreed.

Existing paragraphs 17.3.6 and 17.3.7 have been renumbered 17.2.6 and 17.2.7.

17.2.8 When the descriptive note **ShipRightSCM** is assigned to a closed loop system fresh water lubricated shaft, whenever a survey is to be carried out in accordance with TS Method 1, as required by *Pt 1, Ch 3, 17.2 Closed systems – Oil lubricated shafts or closed loop system fresh water lubricated shafts: Frequency of surveys 17.2.5* above, it may be replaced by a survey in accordance with TS Method 2.

Existing paragraphs 17.3.8 to 17.3.11 have been renumbered 17.2.9 to 17.2.12.

~~17.4~~ 17.3 Open ~~Systems~~ systems – Water ~~Lubricated Shafts~~ lubricated shafts: Frequency of surveys

Existing paragraphs 17.4.1 to 17.4.4 have been renumbered 17.3.1 to 17.3.4.

17.3.5 For shafts with a keyless propeller connection or a flanged propeller connection (including controllable pitch propellers for main propulsion purposes), and when the descriptive note **ShipRightSCM** is assigned to an open loop water lubricated shaft, a TS Method 4 survey may be replaced by a TS Method 2 or TS Method 3 survey. Notwithstanding this, the maximum interval between two surveys carried out according to TS Method 2 or TS Method 4 shall not exceed 15 years, except in the case when one extension for no more than three months is agreed.

17.3.6 For shafts with a keyed propeller connection, and when the descriptive note **ShipRightSCM** is assigned to an open loop water lubricated shaft, a TS Method 4 survey may be replaced by a TS Method 2 survey.

Existing paragraphs 17.4.5 and 17.4.6 have been renumbered 17.3.7 and 17.3.8.

~~17.5~~ 17.4 Survey extensions

Existing paragraphs 17.5.1 to 17.5.3 have been renumbered 17.4.1 to 17.4.3.

(*Part only shown)*

Table 3.17.1 Summary of survey intervals and extensions – Closed systems

Closed Loop System Fresh Water Lubricated			
	Flanged Propeller Coupling	Keyless Propeller Coupling	Keyed Propeller Coupling (*see* Note b)
Every 5 years (*see* Note a)	TS Method 1 (*see* Note g) or TS Method 2 (*see* Note g) or TS Method 3	TS Method 1 (*see* Note g) or TS Method 2 (*see* Note g) or TS Method 3	TS Method 1 (*see* Note g) or TS Method 2 (*see* Note g)
Extension 2,5 years	Yes (*see* Note d)	Yes (*see* Note d)	Yes (*see* Note d)
Extension 1 year	Yes (*see* Note e)	Yes (*see* Note e)	Yes (*see* Note e)
Extension 3 months	Yes (*see* Note f)	Yes (*see* Note f)	Yes (*see* Note f)
General notes: **Note** g. The maximum interval between two surveys carried out according to TS Method 1 (or TS Method 2 for arrangements where **ShipRightSCM** was assigned) shall not be more than 15 years, except in the case when one extension for no more than 3 months is agreed.			

Table 3.17.2 Summary of survey intervals and extensions – Open systems

• Single shaft operating exclusively in fresh water. • Single shaft provided with adequate means of corrosion protection, single corrosion-resistant shaft. • All kinds of ~~M~~multiple shaft arrangements.		Other shaft configuration.	
	All kinds of propeller coupling (*see* Note d)		All kinds of propeller coupling (*see* Note d)
Every 5 years (*see* Note a)	TS Method 4 (*see* Note e)	Every 3 years (*see* Note a)	TS Method 4
Extension 1 year	Yes (*see* Note b)	Extension 1 year	Yes (*see* Note b)
Extension 3 months	Yes (*see* Note c)	Extension 3 months	Yes (*see* Note c)
General notes: For surveys (TS Method 4) completed within 3 months before the shaft survey due date, the next period will start from the shaft survey due date.			

If the extension survey is carried out within 1 month of the shaft survey due date, then the extension will take effect from the shaft survey due date. If the extension survey is carried out more than 1 month prior to the shaft survey due date, then the period of extension counts from the date when the extension survey was completed.

Notes:

Note a. Unless an ~~E~~extension (Extension 1 year, Extension 3 months) is applied in between.

Note b. No more than one extension can be considered. No further extension, of other type, can be considered.

Note c. ~~1~~ One extension can be considered. In the event an additional extension is agreed the requirements of the 1 year extension are to be carried out and the shaft survey due date prior to the previous extension is extended for a maximum of 1 year.

Note d. For keyless propeller connections the maximum interval between two consecutive dismantling and verifications of the shaft cone by means of non-destructive examination (NDE) shall not exceed 15 years.

Note e. Unless descriptive note **ShipRightSCM** is assigned.

~~17.6~~17.5 Shaft ~~Survey Methods~~ survey methods

Existing paragraph 17.6.1 has been renumbered 17.5.1.

(Part only shown)
Table 3.17.3 Shaft survey methods

	TS METHOD 1	**TS METHOD 2**	**TS METHOD 3**	**TS METHOD 4**
PROPELLER				
Visual ~~E~~examination of the propeller. Examination of the edges and roots of the propeller's blades by an approved surface crack detection method, if deemed necessary by the Surveyor	X	X	X	X
Controllable pitch propellers, where fitted, are to be opened up and the working parts examined, together with the control gear. Propeller to be examined upon reassembly	X	X		X
~~Where a controllable pitch propeller is fitted, at least one of the blades is to be dismantled completely for examination of the working parts and the control gear. Propeller to be examined upon reassembly~~ Operational test of pitch functionality to its full range, including visual confirmation of no leakage in the CPP seals	X	X	X	X
Examination of the propeller following re-installation	X	X		X

Existing sub-Sections 17.7 and 17.8 have been renumbered 17.6 and 17.7.

■ *Section 18*
Screwshafts, tube shafts and propellers

Content is no longer valid. Complete section has been deleted in its entirety.

Existing Sections 19 to 25 have been renumbered 18 to 24.

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